

Countywide Transportation Plan

Appendix 1

DESIGN GUIDELINES FOR MAJOR ROADWAYS

Loudoun County, Virginia

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The purpose of this document is to provide County staff, the development community and the general public with a guide for the planning, design, and coordination of improvements to the major roadways within Loudoun County. The County understands that in order for the actual roadway improvement or construction to be accepted into the state system, VDOT must approve the roadway design; therefore, VDOT standards must be utilized in conjunction with these guidelines. If any differences occur between this document and the adopted transportation maps, the maps govern.

For each roadway or roadway segment, there may be up to three phasing conditions: existing, interim, and ultimate. The conditions are not linked to a specific implementation schedule or time horizon (i.e., 10, 20, or more years). The following components are outlined in each condition for each roadway segment:

1. The **LOCATION** of the road segment (i.e., Eastern Loudoun Area and Dulles North Area) and a brief explanation of the alignment of the road **SEGMENT** in question (i.e., for Route 625/640—Route 28 northwest to Route 641). The location/segment remains the same for each condition, unless specified otherwise.
2. The **FUNCTIONAL CLASSIFICATION** of each road segment, which ranges from minor collector to principal arterial. The functional classification for the existing roadways is consistent with the current VDOT classification system. The classification for the planned roadways expands upon the VDOT classification system. The range and definitions of the functional classifications are provided in the Glossary within this document. The Town of Leesburg has a different classification system; therefore, has classified the roadways within the town limits differently than the County (See Leesburg Town Plan).

3. The total **NUMBER OF LANES** and **RIGHT-OF-WAY (ROW)** required on each roadway segment (i.e. Four lanes/120 foot ROW). The roadways in the Town of Leesburg may have different ROW requirements (See Leesburg Town Plan).
4. A **DESCRIPTION** of the roadway segment, which includes the typical cross-section (undivided vs. divided and curb vs. ditch), design speed, and for future conditions, other additional improvements (i.e., turn lanes and interchanges).

The ultimate condition for each roadway or roadway segment stated in this document is foreseen by the County as the final condition. Also, ultimate condition may include roadway link improvements, such as increasing the number of lanes, and intersection improvements, such as turn lanes and/or interchanges. These improvements may or may not occur at the same time.

The design guidelines are not intended to propose roadway improvements within the incorporated towns beyond those identified in the town plans.

Glossary

| | |
|-----|---|
| R2 | Rural two lane undivided section with shoulders and ditches |
| U2 | Urban two lane undivided section with curb and gutter |
| R4 | Rural four lane undivided section with shoulders and ditches |
| U4 | Urban four lane undivided section with curb and gutter |
| R4 | Rural four lane median divided section with shoulders and ditches |
| U4 | Urban four lane median divided section with curb and gutter |
| R6 | Rural six lane median divided section with shoulders and ditches |
| U6 | Urban six lane median divided section with curb and gutter |
| U8M | Urban eight lane median divided section with curb and gutter |
| ROW | Right of Way |

LOCAL ACCESS—Relatively unrestricted individual parcel access directly onto roadway. Individual residential parcel access highly discouraged, with access provided through interparcel connections and consolidated access points.

CONTROLLED ACCESS—Access onto divided roadways concentrated at median crossovers. Individual parcel access highly discouraged, with access provided through interparcel connections and consolidated access points.

LIMITED ACCESS—Access onto roadway restricted to grade separated interchanges. No at-grade access is allowed.

MINOR COLLECTOR—A roadway that carries traffic from local subdivision streets and rural secondary roads to major collectors and/or arterials.

MAJOR COLLECTOR—A roadway that carries traffic through the County, provides a connection between arterials, and is accessed by minor collectors and/or rural secondary roads.

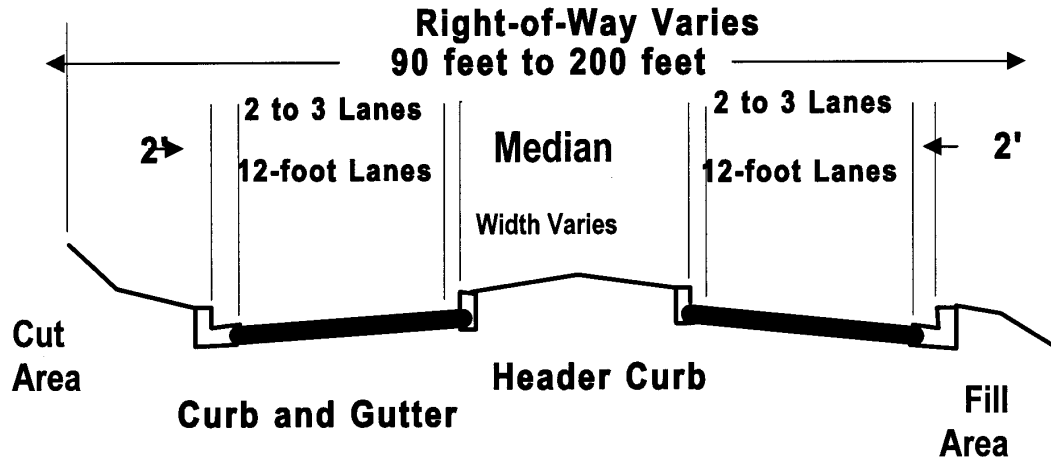
MINOR ARTERIAL—A roadway that serves commuter traffic with access from major and minor collectors.

PRINCIPAL ARTERIAL—A roadway that serves regional and intrastate traffic with access from minor arterials and major collectors.

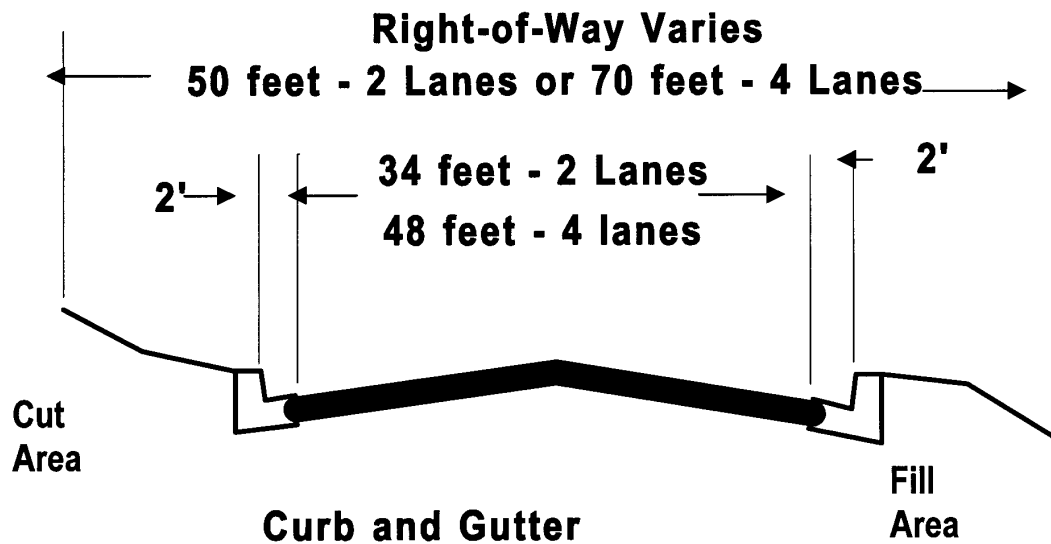
DESIGN SPEED—Recommended speed which sets the design standards for new and/or improved road sections. The design speed is usually 5 to 10 mph more than the posted speed limit. The design speed should be flexible to minimize the impact of the improvement on the existing corridor, while maintaining safety.

**Typical Cross-Sections
(Not to Scale)**

Urban Divided Section



Urban Undivided Section

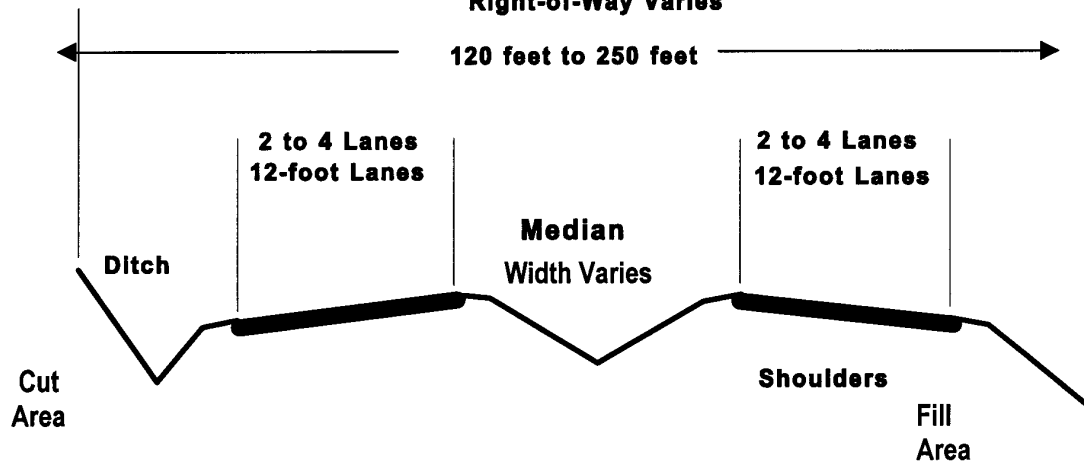


Note: Refer to bicycle facility typical cross-sections (p. A1-13) for examples of appropriate methods for incorporating bicycle elements within public rights-of-way. These figures are not all-inclusive of acceptable bicycle elements. All *Revised Countywide Transportation Plan* roads need to be evaluated on a case-by-case basis to determine the need for and design features of such bicycle elements.

Typical Cross-Sections (Not to Scale)

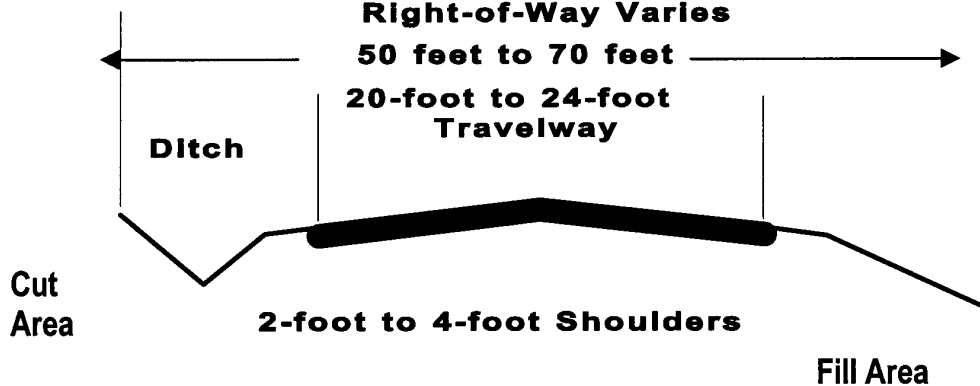
Rural Divided Section

Right-of-Way Varies



Rural Two-Lane Section

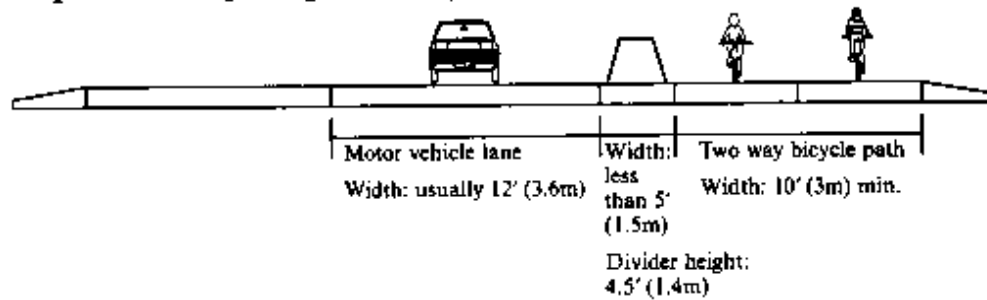
Right-of-Way Varies



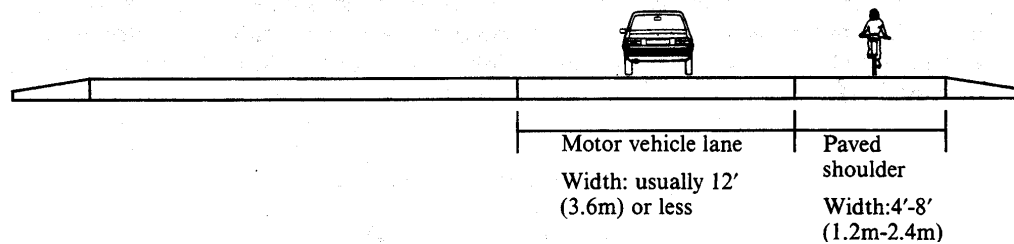
Note: Refer to bicycle facility typical cross-sections (p. A1-13) for examples of appropriate methods for incorporating bicycle elements within public rights-of-way. These figures are not all-inclusive of acceptable bicycle elements. All *Revised Countywide Transportation Plan* roads need to be evaluated on a case-by-case basis to determine the need for and design features of such bicycle elements.

Bicycle Facility Typical Cross-Sections

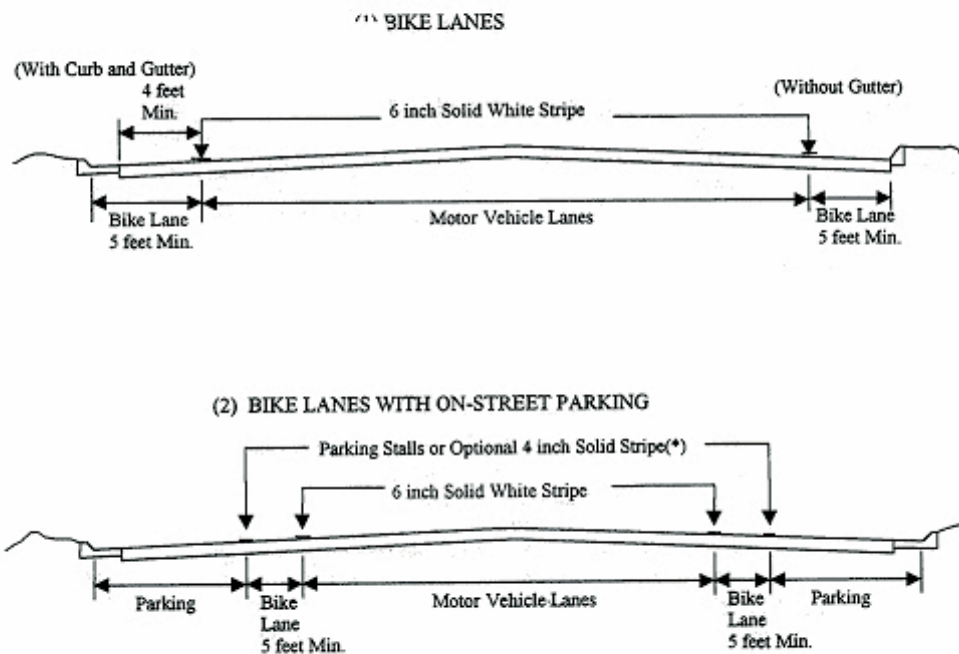
Separate bicycle paths adjacent to highways



Paved shoulders



Typical Bike Lane Cross Sections



* The optional solid white stripe may be advisable where stalls are unnecessary (because parking is light) but there is concern that motorists may misconstrue the bike lane to be a traffic lane.

Suburban Policy Area

Route 7 (Harry Byrd Highway)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Fairfax County Line west to Algonkian Parkway |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/ROW Varies |
| Description: | U6M. Local access median divided arterial with grade separated interchange at Cascades Parkway. Individual site access occurs along section. Design speed and median crossover spacing vary. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/ROW Varies, plus additional land dedication may be required for right turn lanes at intersection which currently do not have right turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban arterial with grade separated interchange at Cascades Parkway. Individual site access will be terminated. Left and right turn lanes at all intersections. Median crossovers will not increase from Existing Condition. Design speed to be determined by VDOT. |

Route 7 (Harry Byrd Highway/East Market Street)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun, Dulles North, and Leesburg Areas/Algonkian Parkway west to Route 7/15 Bypass |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/ROW Varies |
| Description: | U4M/U6M. Controlled access median divided arterial with grade separated interchanges at Route 28 and Route 7/15 bypass. A grade-separated interchange is being constructed at Algonkian Parkway/Atlantic Boulevard. Left and right turn lanes at all intersections. Design speed and median crossover spacing vary. |
| Interim Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW |
| Description: | U6M. Controlled access median divided arterial with grade-separated interchanges at Algonkian Parkway/Atlantic Boulevard, Route 28, and Route 7/15 Bypass. Left and right turn lanes at all intersections. Median crossovers will not increase from Existing Condition. Design Speed to be determined by VDOT. |

Ultimate Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Six lanes/200 foot ROW, plus land dedication required for interchanges. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U6M. Limited access median divided urban arterial with grade separated interchanges at 1) Algonkian Parkway; 2) Route 607; 3) East Spine Road; 4) West Spine Road; 5) Route 659; 6) Crosstrail Blvd; and 7) Battlefield Pkwy. All at-grade access is terminated. Design Speed to be determined by VDOT.

Route 7 Sterling North Collector Road

Location/Segment: Eastern Loudoun Area/Augusta Drive east to Lakeland Drive

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/50 foot ROW

Description: U2. Local access undivided urban collector. Two lane section 38 feet wide curb-to-curb, which accommodates parking on one side of street and turning movements. 40 mph design speed.

Route 7 North Collector Road (Riverside Parkway)

Location/Segment: Dulles North and Leesburg Areas/Panorama/Loudoun County Parkway west to California Road/River Creek Pkwy (west of Goose Creek)

Existing Condition:

Segment: Lansdowne Boulevard east to Woodridge Parkway (within Lansdowne)

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet.

Interim Condition:

Segment: Panorama/Loudoun County Parkway west to just east of Goose Creek

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet for new segments.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Six lanes east of Goose Creek and Four lanes west of creek/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M/U6M. Controlled access median divided urban collector with bridge over Goose Creek and existing and interim conditions upgraded to six lanes. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet for new segment.

Route 7 South Collector Road (Russell Branch Parkway)

Location/Segment: Dulles North Area/Pacific Boulevard west to Claiborne Pkwy

Interim Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Six lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U6M. Controlled access median divided urban collector upgraded to six lanes. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Route 7 South Collector Road (Russell Branch Parkway)

Location/Segment: Dulles North Area/Claiborne Pkwy to Route 659

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing to fit.

Route 28 (Sully Road)

Location/Segment: Eastern Loudoun Area/Fairfax County line north to Route 7

Existing Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Six lanes/180 foot ROW

Description: U6M. Controlled access median divided arterial with grade separated interchanges at Route 267 (Dulles Toll/Access Road) and Route 7. Left and right turn lanes at all intersections. Design speed and median crossover spacing vary.

Ultimate Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Eight Lanes ROW to be determined, plus land dedication required for interchanges.

Description: U8M. Limited access median divided urban arterial with additional grade separated interchanges at 1) Innovation Ave.; 2) Route 606; 3) Route 846; 4) Route 625; and 5) Route 638/Route 647. All at-grade access is terminated. Design speed to be determined by VDOT.

Route 28 East Collector Road (Atlantic Boulevard)

Location/Segment: Eastern Loudoun Area/Route 625 north to Route 7

Existing Condition:

Segment: From East Severn Way to Magnolia Road and Nokes Boulevard to Route 7.

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/90 foot ROW, plus land dedication required for Route 7 interchange.

Description: U4M. Controlled access median divided urban collector will share grade-separated interchange at Route 7 with Algonkian Parkway. Left and right turn lanes required at all intersections. 40 mph design speed and median crossover spacing no less than 600 feet.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/90 foot ROW, plus land dedication required for Route 7 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M. Controlled access median divided urban collector will share grade-separated interchange at Route 7 with Algonkian Parkway. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet for new segments.

Route 28 East Collector Road (Davis Drive)

Location/Segment: Eastern Loudoun Area/Route 606 north to Route 625.

Existing Condition:

Segment: From approximately 3,300 feet south of Route 846 north to just north of Shepard Drive

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided urban collector with left and right turn lanes required at major intersections. 40 mph design speed.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4. Local access undivided urban collector with left and right turn lanes required at major intersections. 40 mph design speed for new segments.

Route 28 West Collector Road (Pacific Boulevard)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 606 north to just south of W&OD trail crossing |
| Existing Condition: | |
| Segments: | Route 606 north to approximately 1000 feet north of Indian Creek Drive and Dresden Street north to Route 625 and north to northern Auto World Circle intersection |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four Lanes/110 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and median crossover spacing no less than 600 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/110 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector with left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet on new segments. |

Route 28 West Collector Road (Pacific Boulevard)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/South of W&OD ROW north to Route 7 South Collector (Russell Branch Parkway) |
| Existing Condition: | |
| Segment: | West Severn Way north approx. 700 feet |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed on new segments. |

Route 50 (John Mosby Highway)

| | |
|----------------------------|---|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Route 659 Relocated |
| Existing Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes to six lanes from County line to Route 659 Relocated/ROW Varies. |

| | |
|----------------------------|--|
| Description: | R4M/R6M. Controlled access median divided rural arterial. Individual site access occurs along this section. Design speed varies and median crossover spacing varies. |
| Interim Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW |
| Description: | R6M. Controlled access median divided rural arterial. Left and right turn lanes required at all intersections. Design speed to be determined by VDOT. Individual site access will be eliminated. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW, plus land dedication required for interchanges. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R6M. Limited access median divided rural arterial with grade separated interchanges at 1) Route 609 (optional depending upon Fairfax County's plans); 2) Tall Cedars Parkway; 3) South Riding Blvd; 4) Route 606; 5) West Spine Road (Old Route 659); and 6) Route 659 Relocated. All at-grade access will be terminated. Design speed to be determined by VDOT. |

Route 50 North Collector Road

| | |
|---|--|
| Location/Segment: | Dulles South Area/Route 609 (Pleasant Valley Road) west to Route 860, approximately 1/2 mile north of Route 50 |
| Interim and Ultimate Conditions: | |
| Segment: Ultimate | Pleasant Valley Road west to Dulles Airport Boundary (Suburban Policy Area) |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |
| Segment: Interim | Loudoun County Parkway (Route 606) west to Route 659 (Suburban Policy Area) |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Ultimate Condition: | |
| Segment: | Route 659 west to Route 860 (Transition Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Ultimate Condition:

| | |
|----------------------------|---|
| Segment: | Loudoun County Parkway west to Route 659 (Suburban Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 50 South Collector Road (Tall Cedars Parkway)

| | |
|-------------------|--|
| Location/Segment: | Dulles South Area/Route 50 west to Lenah Connector, approximately 1/2 mile south of Route 50 |
|-------------------|--|

Existing Condition:

| | |
|----------------------------|---|
| Segment: | Planting Field Drive to Loudoun County Parkway (Suburban Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and spacing 700 feet. |

Interim Condition:

| | |
|----------------------------|---|
| Segment: | U.S. Route 50 to Route 659 (Suburban Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet |
| Segment: | Route 659 west to Route 860 (Transition Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Ultimate Condition:

| | |
|----------------------------|---|
| Segment: | Route 50 west to Route 659 (Suburban Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections and for Route 50 interchange |
| Description: | U6M. Controlled access median divided urban with collector interim condition upgraded to six lanes with grade separated interchange at Route 50. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 209 (Innovation Avenue)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 28 east to Fairfax County line |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/ROW Varies |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes at Route 28 and all other intersections. 40 mph design speed and median crossover spacing no less than 600 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW, plus land dedication required for Route 28 interchange. |
| Description: | U4M. Controlled access median divided urban collector with grade separate interchange at Route 28 and connection to Rock Hill Road in Fairfax County. Left and right turn lanes at all at-grade intersections. Design speed and median crossover spacing same as Existing Condition. |

Route 267 (Dulles Greenway)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North and Leesburg Areas/Route 28 at Fairfax County line northwest to Route 15/7 Bypass |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four to six lanes/250 foot ROW |
| Description: | R4M/R6M. Limited access median divided rural toll arterial with grade separated interchanges at 1) Route 28; 2) Route 606; 3) Loudoun County Parkway; 4) Route 772; 5) Claiborne Parkway; 6) Route 659; and 7) Route 15/7 Bypass. >60 mph design speed. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/250 foot ROW |
| Description: | R6M. Limited access median divided rural toll arterial with additional grade separated interchanges at 1) Crosstrail Boulevard; 2) Route 643; and 3) Battlefield Parkway. >60 mph design speed. |

Route 604 (Sugarland Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Fairfax County line west to Route 625 |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 605 (Rock Hill Road)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 606 south into Fairfax County |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural collector. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector possible connection to Innovation Avenue in Fairfax County. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 606 (Old Ox Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Fairfax County Line west to Shaw Road |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 45 mph design speed and median crossover spacing no less than 650 feet. |

Route 606 (Old Ox Road)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun and Dulles North Areas/Shaw Road west to Pacific Boulevard |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes at all at-grade intersections. 45 mph design speed and median crossovers only at major intersections, spacing no less than 650 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 28 interchange and for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Limited access median divided urban collector with grade separated interchange at Route 28. Left and right turn lanes required at Shaw Road and Pacific Blvd. Intersections. 50 mph design speed. |

Route 606 (Old Ox Road)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North and Dulles South Areas/Pacific Boulevard west and south to Loudoun County Parkway |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW varies 80-90 foot and Four lanes/120 foot ROW |
| Description: | R2/U4M. Controlled access median divided collector with left and right turn lanes at all intersections east of grade separated interchange at Dulles Greenway and local access undivided rural collector west of the interchange. Design speed varies on two-lane segment and 50 mph design speed on four-lane segment. |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at the Dulles Greenway. Left and right turn lanes required at all at-grade intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 50 interchange and for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector with grade separated interchange at the Dulles Greenway. Left and right turn lanes at all at-grade intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |

Route 606 Extended/Route 621 (Tri-County Parkway)

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 50 south to Fairfax County Line (Note: This road Segment is named Loudoun County Parkway north of Braddock Road and Tri-County Parkway south of Braddock Road. Conditions are the same. The section south of Braddock Road is in the Transition Policy Area). |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector that follows portions of existing Route 621 (Bull Run Post Office Road) and Route 613 (Ticonderoga Road) alignments. Left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |

Description: U6M. Controlled access median divided urban collector. Left and right turn lanes at all at-grade intersections. Alignment will connect to the planned Route 28 Bypass in Fairfax County. 45 mph design speed and desirable median crossover spacing 800 feet.

Route 607 (Panorama/Loudoun County Parkway)

Location/Segment: Dulles North Area/Route 7 North Collector (Riverside Parkway) south to Route 625

Existing Condition:

Segment: Smith Switch Road to Route 625

Functional Classification: Local Secondary Road/Minor Arterial south of Redskins Drive

Lanes/Right of Way: Two and Four lanes/30 foot Easement and 120 foot ROW

Description: R2. Local access unpaved rural road with 7 foot travel lanes from just north of Russell Branch south to Redskin Drive. U4M. Controlled access median divided urban arterial from Route 7 south to just north of Russell Branch and from Redskin Drive south to Route 625. Left and right turn lanes at major intersections. 50 mph design speed and median crossover spacing no less than 700 feet.

Interim Condition:

Functional Classification: Minor Arterial

Lanes/Right of Way: Four lanes/120 foot ROW, plus land dedication for Route 7 interchange and turn lanes at intersections

Description: U4M. Controlled access median divided urban arterial with left and right turn lanes required at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet for upgraded segment between existing four lane segments.

Ultimate Condition:

Functional Classification: Minor Arterial

Lanes/Right of Way: Six lanes/120 foot ROW, plus land dedication for Route 7 interchange and turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U6M. Controlled access median divided urban arterial upgraded to six lanes with grade separated interchange at Route 7. Left and right turn lanes at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet for new segments.

Route 607 (Panorama/Loudoun County Parkway)

Location/Segment: Dulles North Area/Route 625 south to Dulles Greenway

Existing/Ultimate Condition:

Functional Classification: Minor Arterial

Lanes/Right of Way: Six lanes/120 foot ROW, plus land dedication may be required for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U6M. Controlled access median divided urban arterial upgraded to six lanes with grade separated interchange at Dulles Greenway. Left and right turn lanes at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet.

Old Route 607 (Smith Switch Road)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 640 north and east to Gloucester Parkway |
| Existing Condition: | |
| Segment: | Route 640 north and east to Loudoun County Parkway |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access unpaved/paved rural secondary road. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. Realign eastern terminus to intersect with future Gloucester Parkway approximately 1200 feet west of Loudoun County Parkway with the completion of Gloucester Parkway in this vicinity. 40 mph design speed. |

Route 609 (Pleasant Valley Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 50 North Collector to Fairfax County Line |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access paved rural secondary road. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, plus land dedication may be required for left and right turn lanes at major intersections and for Route 50 interchange (See Below). |
| Description: | U4. Local access undivided urban collector with left and right turn lanes required at major intersections. 40 mph design speed. (If Fairfax County replans Route 50 as a limited access facility between Route 28 and the Loudoun County Line, the signalized median break at the Route 609/Route 50 intersection will be replaced with a grade-separated interchange of a diamond or folded diamond configuration.) |

Route 620/Route 705 (Braddock Road)

Existing Condition:

| | |
|-----------------------------|---|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Lenah Connector Road |
| Functional Classifications: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved rural secondary road with 9 foot travel lanes. A small portion from the Fairfax County Line to Lands End Drive is paved. |

Ultimate Condition:

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Route 659 Relocated. |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Segment: | Route 659 Relocated to Lenah Connector (Transition Policy Area) |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 621 (Evergreen Mills Road)

| | |
|-------------------|--|
| Location/Segment: | Dulles South and Leesburg Areas/Route 606 northwest to Battlefield Parkway |
|-------------------|--|

Existing Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access undivided paved rural collector. Right turn lanes at major intersections. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 606 northwest to just north of Broad Run bridge (at Route 621 Relocated) |
| Functional Classification: | Local Secondary Road; down graded once Route 621 Relocated is constructed |
| Lanes/Right of Way: | Two lanes/ROW varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector. Right turn lanes at major intersections. Design speed varies. |

Ultimate Condition:

| | |
|-------------------|--|
| Location/Segment: | Leesburg Area (Policy Area)/Just north of Broad Run bridge (at Route 621 Relocated) northwest to Battlefield Parkway |
|-------------------|--|

| | |
|----------------------------|---|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes required at all intersections. Design speed and median crossover spacing to be determined by VDOT. |

Route 621 Relocated (Brambleton Development)

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Just north of Broad Run bridge (at Route 621) east to Loudoun County Parkway |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 625 (Church Road)

| | |
|-------------------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 604 (Sugarland Road) west to Route 846 (Sterling Blvd) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor collector |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access urban collector with parking one side. 20- to 44 foot travel ways. Design speed varies. |

Route 625 (Church Road)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 846 (Sterling Blvd) west to Route 637 (Potomac View Road) |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | U2. Local access urban collector with parking on one side. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 625 (Church Road)

Location/Segment: Eastern Loudoun Area/Route 637 (Potomac View Blvd) west to Ruritan Circle (west)/Davis Drive

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided rural collector. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M. Local access undivided urban collector with left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Route 625 (Church Road)

Location/Segment: Eastern Loudoun Area/Ruritan Circle (west)/Atlantic Boulevard west to Route 28.

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/ROW Varies

Description: U4. Local access undivided urban collector. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 –foot ROW, plus land dedication required for new alignment and Route 28 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M. Limited access divided urban collector with grade separated interchange at Route 28. Road alignment shifted north of existing alignment to provide desirable interchange design. Left and right turn lanes required at Atlantic Blvd. Intersection. 50 mph design speed.

Route 625 (Waxpool Road)

Location/Segment: North Area/Route 28 west to Pacific Boulevard

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/ROW Varies

Description: U4M. Limited access divided urban collector. Left and right turn lanes at all intersections. 40 mph design speed and median crossover spacing no less than 600 feet.

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication required for new alignment and Route 28 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Limited access divided urban collector with grade separated interchange at Route 28. Road alignment shifted north of existing alignment to provide desirable interchange design. Left and right turn lanes required at Pacific Boulevard. 50 mph design speed. |

Route 625 (Waxpool Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 640 (Farmwell Road) & Old Route 607 (Smith Switch Road) intersection west through Village of Ryan to Route 659 |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access paved and unpaved rural collector with 11 foot paved and 7 foot unpaved travel lane in the vicinity of Route 659. |
| Ultimate Condition: | |
| Segment: | Faulkner Parkway west through Village of Ryan to Claiborne Parkway |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, plus land dedication for turn lanes at major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector with left and right turn lanes required at major intersections. 40 mph design speed. |
| Ultimate Condition: | |
| Segments: | Route 640 west to Faulkner Parkway and Claiborne Parkway west to Route 659 (Belmont Ridge Road) |
| Functional Classification: | Major Collector, east of Ryan Bypass and Minor Collector, west of Dulles Greenway |
| Lanes/Right of Way: | Four lanes/90 foot ROW, plus dedication for turn lanes at major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. New alignment shifting north and west just east of Route 659 to bypass the village of Waxpool, and existing alignment through Waxpool to remain local road. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 625 (Waxpool Road)/Route 640 (Farmwell Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Pacific Boulevard west to Route 641 (Ashburn Road) |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/ROW Varies |

| | |
|----------------------------|---|
| Description: | U4M. Controlled access divided urban collector. Left and right turn lanes at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/min 120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access divided urban collector. Left and right turn lanes at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |

Route 634 (Moran Road)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Davis Drive south to Route 789 |
| Existing Condition: | |
| Segment: | Route 625 to Route 789 |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural unpaved secondary road. Design speed varies. |
| Ultimate Condition: | |
| Segment: | Davis Drive south to Route 789 |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections |
| Description: | U4. Local access undivided urban collector. Access to Route 625 will be terminated. Route 634 will follow a new alignment east of Pacific Boulevard with an overpass of Route 28. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 636 (Shaw Road)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Innovation Ave. north to Route 606 |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural unpaved secondary road. Design speed varies |
| Ultimate Condition: | |
| Functional Classification: | Minor collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 636 (Shaw Road)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area Route 606 north to Route 625 (Church Road) |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural collector. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector realigned to the east to Davis Drive just south of Route 625 (Church Road). Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 637 (Potomac View Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 625 north to Cascades Parkway (at Nokes Blvd) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Single left and right turn lanes required at all intersections. 40 mph design speed and minimum 600 feet median crossover spacing. |

Route 637 (Potomac View Road)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Cascades Parkway (at Nokes Blvd) east and north to Benedict Drive. |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access rural collector with 8 feet wide travel lanes |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two and four lanes/50 and 70 foot ROW, respectively. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2 with U4 in vicinity of Benedict Drive. Local access undivided rural collector with 12 foot wide travel lanes. 40 mph design speed. |

Route 637 (Potomac View Road)

| | |
|-------------------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Benedict Drive to Route 7. |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Four lane divided road. 40 mph design speed. |

Route 637 (Potomac View Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 7 north to Algonkian Parkway |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/110 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes at all intersections. 45 mph design speed and crossover spacing greater than or equal to 650 feet. |

Route 638 Relocated (Nokes Boulevard)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Atlantic Boulevard east to Route 637/Cascades Parkway at Potomac View Road. |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/110 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at major intersections. 45 mph design speed and median crossover spacing greater than or equal to 650 feet. |

Route 638 Relocated (Nokes Boulevard)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 28 (at Gloucester Pkwy) east to Atlantic Boulevard |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at Route 28 and Atlantic Blvd. intersections. 45 mph design speed. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 28 interchange and at Atlantic Blvd. Intersection for turn lanes. |

Description: U6M. Limited access median divided urban collector with grade separated interchange at Route 28. Left and right turn lanes at Atlantic Blvd. Intersection. 45 mph design speed.

Route 639 Relocated

Location/Segment: Dulles South Area/Route 50 to Route 50 north collector and Washington-Dulles International Airport property

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/90 foot ROW plus land dedication required for future interchange with Route 50/Tall Cedars Parkway and realignment

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. Realign east of existing Route 639 between Route 50 at Tall Cedars Parkway and the Route 50 North Collector Road.

Route 641 (Ashburn Road)

Location/Segment: Dulles North Area/Route 7 south to approx. 2,400 feet south of Gloucester Parkway, just north of the Village of Ashburn

Existing Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Three lanes /ROW Varies

Description: Local access paved rural collector with one southbound and two northbound lanes.

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided rural collector. Route 7 intersection terminated when Claiborne Parkway/Route 7 interchange is constructed. Cul-de-sac will be just south of Route 7. Left and right turn lanes required at major intersections. 40 mph design speed.

Route 641 (Ashburn Road)

Location/Segment: Dulles North Area/Approx. 2,400 feet south of Gloucester Parkway south through the Village of Ashburn to Beaverdam bridge.

Existing Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access paved rural collector with 9 foot travel lanes.

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/50 foot ROW

Description: U2. Local access undivided urban collector with on street parking. Left and right turn lanes may be required at major intersections. 40 mph design speed.

Route 641 (Ashburn Road)

Location/Segment: Dulles North Area/Beaverdam bridge south to Route 625

Existing Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access paved rural collector with 9 foot travel lanes.

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Route 642 (Hay Road)

Location/Segment: Dulles North Area/Route 659 east to approximately 3200 feet east of West Spine Road

Existing/Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Route 642 (Hay Road)

Location/Segment: Dulles North Area/Approximately 3200 feet east of West Spine Road east to Route 641

Existing Condition:

Functional Classification: Local Secondary Road

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access paved rural secondary road with 8 foot travel lanes

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/50 foot ROW

Description: U2. Local access undivided urban collector with 38-foot wide section. Left and right turn lanes may be required at major intersections. 40 mph design speed.

Route 643 (Shellhorn Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 625 to Route 607 (Loudoun County Parkway) |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access unpaved rural secondary road with 7-foot travel lanes, and cul-de-sacs approximately two miles southeast of the Village of Ryan. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/70 foot to 120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4/U4M. Controlled access median divided urban collector from Route 772 to Panorama/Loudoun County Parkway. U4. Local access collector between Route 625 and Route 772. Alignment in the town will be shifted east of existing Route 625/Route 772/Route 643 intersection. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 643 Extended (Loudoun Parkway Center Development)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 607 (Loudoun County Parkway) southeast to Greenway Loop Road |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 643 Collector Road (Devon Shafron Drive)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 643 west to Greenway Transit Connector |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 645 (Croson Lane)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/East Spine Road (Route 772 Relocated) west to Route 659 |
| Existing Condition: | |
| Segment: | Route 772 west to just east Route 659 |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved rural secondary road with 6-foot travel lanes. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 645 Extended (Westwind Drive)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 606 north/west to East Spine Road (Route 772 Relocated) |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector with bridge over Broad Run. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 659 (Belmont Ridge Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 7 south to future Route 645 intersection |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes and grade separated, diamond/cloverleaf type interchange with Dulles Greenway. Design speed varies. |
| Interim Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with improved grade separated interchange at the Dulles Greenway to include additional cloverleaf/flyover ramps. Left and right turn lanes required at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1000 feet. |

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 7 interchange, new alignment, and for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 7 and the Dulles Greenway. Route 7 interchange location will be east of existing Route 659/Xerox Dr/Route 7 at-grade intersection. Left and right turn lanes at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1000 feet. |

Route 659 Extended (Lansdowne Development)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 7 North Collector (Riverside Parkway) south to Route 7 |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural road (Xerox Drive). |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with left and right turn lanes required at all at-grade intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 7 interchange, new alignment, and for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes, with grade separated interchange at Route 7. Interchange location will be east of existing Xerox Drive/Route 659/Route 7 at-grade intersection. Left and right turn lanes at all at-grade intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |

Route 659 (Belmont Ridge Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Future Route 645 intersection south through the Village of Arcola to Route 50 |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access undivided paved rural collector with 9- to 10-foot travel lanes. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|---|
| Location/Segment: | Dulles South Area/North of Route 772 south to Route 621 Relocated (Arcola Bypass) |
| Functional Classification: | Minor Collector (when Route 659 Relocated is constructed) |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. 40 mph design speed. Segment south of Route 621 Bypass to remain in existing condition. Route 50 intersection terminated when Route 50 becomes limited access. Once Route 659 Relocated is constructed to south of Route 50, Route 659 Relocated will become the continuous route and the existing southern portion of Route 659 will “T” into Route 659 Relocated approximately 2900 feet north of Route 772. |

Route 659 Relocated

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 659 just north of Route 772 south to Prince William County Line |
| Interim Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban arterial with left and right turn lanes required at all intersections. 60 mph design speed and desirable median crossover spacing 1100 feet. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 50 Interchange and for turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban arterial upgraded to six lanes with grade separated interchange at Route 50. Route 50 interchange location will be west of existing Route 659/Route 50 at-grade intersection. Left and right turn lanes at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1100 feet. This will be a major north/south corridor running between Route 7 and Route 50 and will connect to an extension of the Route 234 Bypass in Prince William County. |

Route 679 (Woodland Road/Route 847 (East Severn Way)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 28 east to Route 637 (Potomac View Blvd) |
| Existing/Ultimate Condition: | |
| Segment: | Woodland Road—Route 637 (Potomac View Road) west to terminus just west of Cedar Lane; and E. Severn Way—Route 28 east to Atlantic Blvd |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW, 90 foot ROW within 225 feet of major intersections |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. When Route 28 becomes limited access, at-grade intersection with Route 28 will be terminated. |

Route 742 (Poland Road)

| | |
|-----------------------------|--|
| Location/Segment: | Dulles South Area/Route 50 to Fairfax County Line. |
| Existing Condition: | |
| Functional Classifications: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access paved rural secondary road. Design speed varies |
| Interim Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | R2. Local access undivided rural secondary road with left and right turn lanes at major intersections. 40 mph design speed. |
| Ultimate Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | R2. Local access undivided rural secondary road with left and right turn lanes at major intersections. 40 mph design speed. Route 742 will be realigned with Defender Drive and Route 50 intersection terminated when Route 50 becomes limited access. |

Route 772 (Ryan Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 607 (Panorama/Loudoun County Parkway) west to Route 659 Relocated |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access paved rural road with 8-foot travel lanes. |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. Prior to Loudoun County Parkway construction south of Route 772, Route 772 and Loudoun County Parkway (east/west segment between Route 772 and Greenway) will be a continuous facility. Once Loudoun County Parkway is constructed south of Route 772, Loudoun County Parkway will become the continuous route. Route 772 will "T" into Loudoun County Parkway approximately 1700 feet further south along the new parkway. 50 mph design speed and desirable median crossover spacing 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |

Description: U6M. Controlled access median divided urban collector upgraded to six lanes. Left and right turn lanes at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet.

Route 772 Relocated (Ashburn Village Boulevard/East Spine Road)

Location/Segment: Dulles North Area/Route 640 south and west to Route 772/Route 607 (Loudoun County Parkway)

Interim Condition:

Functional Classification: Major collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector with grade separated interchange at Dulles Greenway. Left and right turn lanes required at all at-grade intersections. 45 mph design speed and desirable median crossover spacing 800 feet.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Six lanes/120 foot ROW, plus land dedication for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Dulles Greenway. Left and right turn lanes at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet.

Route 774 (Creighton Road)

Location/Segment: Dulles South Area/Existing Route 659 east to Loudoun County Parkway

Existing Condition:

Segment: Route 659 to west of Broad Run

Functional Classification: Local Secondary Road

Lanes/Right of Way: Two lanes/ROW varies

Description: R2. Local access paved rural secondary road. Design speed varies.

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided urban collector with left and right turn lanes at major intersections. 40 mph design speed.

Route 789 Extended (Ryan Bypass)

Location/Segment: Dulles North Area/Dulles Greenway westbound ramp at Route 606 northwest over Broad Run to Route 625 (Waxpool Road)

Ultimate Condition:

Functional Classification: Minor Collector

| | |
|---------------------|--|
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | U4M. Controlled access divided urban collector with left and right turn lanes required at all intersections. Road follows existing alignment east of Broad Run. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 846 (Sterling Boulevard)

| | |
|----------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 28 north to Davis Drive |
| Existing Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/110 foot ROW |
| Description: | U4M. Controlled access median divided urban arterial. Left and right turn lanes at all intersections. 40 mph design speed and median crossovers at Shaw Road, Glenn Dr., and Davis Dr. intersections. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 28 interchange and for turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban arterial. Left and right turn lanes required at existing intersections. Section to be realigned to the north at Route 28 interchange. 40 mph design speed and median crossovers at existing intersections. |

Route 846 (Sterling Boulevard)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Davis Drive north to Route 7 |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/ROW Varies |
| Description: | U4M. Controlled access median divided urban arterial. 40 mph design speed and median crossover locations same as Existing Condition. Local service roads east and west of main roadway in some locations. |

Route 846 Extended (Sterling Boulevard)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Pacific Boulevard east to Route 28 (at Sterling Blvd) |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication required for Route 28 interchange |
| Description: | U4M. Limited access divided urban collector with grade separated interchange at Route 28. Left and right turn lanes at Pacific Blvd. Intersection. 40 mph design speed. |

Route 900 (Ashburn Farm Parkway)

| | |
|-------------------------------------|---|
| Location/Segment: | Dulles North Area/Route 641 (Ashburn Road) at Route 640 (Farmwell Road) west to Route 659 (Belmont Ridge Road) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access divided urban collector. Left and right turn lanes at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |

Route 901 (Claiborne Parkway/Lansdowne Boulevard)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North and Dulles South Areas/Route 7 North Collector (Riverside Parkway) south to Loudoun County Parkway |
| Existing Condition: | |
| Segments: | Riverside Parkway south to Route 7 and W&OD Trail crossing south to Route 625 |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at Dulles Greenway. Left and right turn lanes at all at-grade intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication for Route 7 interchange |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at Dulles Greenway and Route 7. Left and right turn lanes at all at-grade intersections. 50 mph design speed and median crossover spacing no less than 700 feet. 50 mph design speed and desirable median crossover spacing 900 feet on new segments. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 7 interchange and turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchanges at Route 7 and Dulles Greenway. Left and right turn lanes at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet on existing segments and desirable spacing of 900 feet on interim segments. |

Route 1570 (Countryside Boulevard)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 7 north to Algonkian Parkway |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/approx. 120 foot ROW |
| Description: | U4M. Controlled access divided urban collector. Left and right turn lanes at all intersections. 40 mph design speed and median crossover spacing greater than or equal to 600 feet. |

Route 1582 (Algonkian Parkway)

| | |
|-------------------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 7 (at Atlantic Blvd) east to Route 7 (at Holly Knoll Dr. in Fairfax County) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication required for Route 7 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M/R4M. Controlled access median divided urban and rural arterial with left and right turn lanes at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet. Shared interchange with Atlantic Boulevard at Route 7. |

Route 1794 (Cascades Parkway)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 637 (at Nokes Blvd) north to Algonkian Parkway |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication required for Route 7 interchange |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at Route 7. Left and right turn lanes at all at-grade intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |

Route 1795 (Palisade Parkway)

| | |
|-------------------------------------|---|
| Location/Segment: | Eastern Loudoun Area/Route 637 (Potomac View Road) west to Route 777 (at Route 7) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access divided urban collector. Left and right turn lanes at major intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |

Route 2020 (Ashburn Village Boulevard)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 7 south to Route 640 |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes required at all intersections. 45 mph design speed and median crossover spacing no less than 650 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 7 interchange and turn lanes at intersections |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 7. Route 7 interchange location will be just east of existing Ashburn Village Blvd/Route 7 at-grade intersection. Left and right turn lanes at all intersections. 45 mph design speed and median crossover spacing no less than 650 feet. |

Route 2020 Extended (Ashburn Village Boulevard)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 7 North Collector (Riverside Parkway) south to Route 7 |
| Interim Condition: | |
| Functional Classification: | Major collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 7 interchange and turn lanes at intersections |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 7. Route 7 interchange location will be just east of existing Ashburn Village Blvd/Route 7 at-grade intersection. Left and right turn lanes at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |

Augusta Drive

| | |
|-------------------------------------|--|
| Location/Segment: | Eastern Loudoun Area/Route 7 north to Seneca Ridge Drive |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |

Description: U4. Local access undivided urban collector. Left and right turn lanes at major intersections. 40 mph design speed.

City Center Boulevard (Dulles Town Center Development)

Location/Segment: Eastern Loudoun Area/Route 638 Relocated (Nokes Blvd) north to Route 7 at Countryside Boulevard

Existing/Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Edgewater Street

Location/Segment: Dulles South Area/Route 742 south and west to Tri-County Parkway

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Four lanes/70 foot ROW (66-foot provided through South Riding)

Description: U4. Local access undivided collector with left and right turn lanes required at major intersections. 30 mph design speed.

Edgewater Street

Location/Segment: Dulles South Area/Tall Cedars Parkway (approximately 1900 feet east of Route 742) south and west to Route 742 at existing Edgewater Street

Ultimate Condition:

Functional Classification: Minor collector

Lanes/Right of Way: Four lanes/70 foot ROW

Description: U4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Gloucester Parkway

Location/Segment: Dulles North Area/Route 28 (at Nokes Blvd) west to Route 659

Existing/Interim Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector with left and right turn lanes required at all at-grade intersections. Existing segment, between Route 641 and just east of Ashburn Village Blvd, has design speed of 45 mph and median crossover spacing no less than 650 feet. 45 mph design speed and desirable median crossover spacing 800 feet on new segments between Route 659 and Route 641, and just east of Ashburn Village Blvd and Route 28.

Ultimate Condition:

| | |
|----------------------------|--|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 28 interchange and for turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban collector with grade separated interchange at Route 28. Left and right turn lanes at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |

Greenway East-West Connector

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Claiborne Parkway east to Greenway Transit Connector |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Greenway Loop Road

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Route 645 Extended (Westwind Drive) east to Route 607 (Loudoun County Parkway), and north to Route 789 Extended |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70- 90 foot ROW, plus land dedication required for turn lanes at major intersections |
| Description: | U4 (through Dulles Parkway Center and Loudoun Parkway Center). Local access undivided/divided urban collector which crosses under/over the Dulles Greenway. U4M between Route 643 Extended and Route 789 Extended. Controlled access median divided collector. Left and right turn lanes required at major intersections. 40 mph design speed on both sections, and desirable median crossover spacing 700 feet on divided section. |

Greenway Transit Connector

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 645 Extended (Westwind Drive) north over Dulles Greenway to Route 643 |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector which crosses under/over the Dulles Greenway. Left and right turn lanes required at major intersections. 40 mph design speed. Access Road for potential rail station. |

Lexington Drive

| | |
|----------------------------|---|
| Location/Segment: | Dulles North Area/Russell Branch Parkway to Ashburn Village Parkway North of Route 7 |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with a bridge over Route 7. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Loudoun County Parkway

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area and Dulles South Area/Dulles Greenway west and south to Route 606 and follow Route 606 alignment to Route 50 then south to Route 620, Braddock Road (at Tri-County Parkway intersection) |
| Interim Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban arterial with grade separated interchange at Dulles Greenway. Left and right-turn lanes required at all at-grade intersections. Prior to Loudoun County Parkway construction to the south of Route 772, Route 772 and Loudoun County Parkway (east/west segment between Route 772 and Greenway) will be a continuous facility. Once Loudoun County Parkway is constructed to the south of Route 772, Loudoun County Parkway will become the continuous route. Route 772 will "T" into Loudoun County Parkway approximately 1700 feet further south along the parkway. 50 mph design speed and desirable median crossover spacing 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 50 interchange and turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban arterial upgraded to six lanes with grade separated interchanges at Route 7, Route 50, and Dulles Greenway. Left and right turn lanes at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |

Pleasant Valley Connector

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 609 west to Tall Cedars Parkway. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes at major intersections. 40 mph design speed. |

Riverside Parkway (University Center Development)

| | |
|-----------------------------|--|
| Location/Segment: | Dulles North area/Loudoun County Parkway to Russell Branch Parkway. |
| Existing Condition: | |
| Segment: | Research Place to Broad Vista Terrace |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. 40 mph design speed. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban collector with grade separated crossing of Route 7. 40 mph design speed. |

Ryan Bypass (Faulkner Parkway/Broadlands Boulevard)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 625 northwest to Route 659 |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | U4M. Controlled access median divided urban collector will bypass Village of Ryan, rejoin existing Route 643 alignment and then shift west and pass under the Dulles Greenway. Left and right turn lanes required at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |

South Riding Boulevard

| | |
|-----------------------------|---|
| Location/Segment: | Dulles South Area/Route 50 North Collector south to Route 50 South Collector Road (Tall Cedars Parkway) |
| Existing Condition: | |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW, plus land dedication for turn lanes at intersections |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four Lanes/90 foot ROW, plus land dedication required for turn lanes at intersections and Route 50 interchange |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at Route 50. Left and right turn lanes at all at-grade intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

West Spine Road

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 606 and Loudoun Pkwy intersection (near existing Route 842/Route 606 intersection) south/west to Route 50 |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with left and right turn lanes required at all intersections. Route 50 intersection will be just east of existing Route 659/Route 50 intersection. 50 mph design speed and desirable median crossover spacing 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 50 interchange and turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 50. Route 50 interchange will be just east of existing Route 659/Route 50 intersection. Left and right turn lanes at all intersections. 50 mph design speed and desirable median crossover spacing 900 feet. |

Transition Policy Area

Route 7 (Harry Byrd Highway/East Market Street)

| | |
|----------------------------|---|
| Location/Segment: | Eastern Loudoun, Dulles North, and Leesburg Areas/Algonkian Parkway west to Route 7/15 Bypass |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/ROW Varies |
| Description: | U4M/U6M. Controlled access median divided arterial with grade separated interchanges at Route 28 and Route 7/15 bypass. A grade-separated interchange is being constructed at Algonkian Parkway/Atlantic Boulevard. Left and right turn lanes at all intersections. Design speed and median crossover spacing vary. |
| Interim Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way | Six lanes/200 foot ROW |
| Description: | U6M. Controlled access median divided arterial with grade-separated interchanges at Algonkian Parkway/Atlantic Boulevard, Route 28, and Route 7/15 Bypass. Left and right turn lanes at all intersections. Median crossovers will not increase from Existing Condition. Design Speed to be determined by VDOT. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW, plus land dedication required for interchanges. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Limited access median divided urban arterial with grade separated interchanges at 1) Algonkian Parkway; 2) Route 607; 3) East Spine Road; 4) West Spine Road; 5) Route 659; 6) Crosstrail Blvd; and 7) Battlefield Pkwy. All at-grade access is terminated. Design Speed to be determined by VDOT. |

Route 50 (John Mosby Highway)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 659 relocated west to Traffic Calming Project Area. |
| Existing Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four/Two lanes/ROW Varies |
| Description: | R4M/R2. Local access median divided/undivided rural arterial. Individual site access occurs along two-lane section. ROW and design speed varies. Median crossover spacing varies on four-lane section. |

Ultimate Condition:

| | |
|----------------------------|--|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/ROW varies, plus land dedication for improvements recommended by the Route 50 Traffic Calming Project. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled access divided rural arterial. Left and right-turn lanes required at all at-grade intersections. Design speed and desirable median crossover spacing to be determined by VDOT. |

Route 50 North Collector Road

| | |
|---|---|
| Location/Segment: | Dulles South Area/Route 609 (Pleasant Valley Road) west to Route 860, approximately 1/2 mile north of Route 50 |
| Interim and Ultimate Conditions: | |
| Segment: Ultimate | Pleasant Valley Road west to Dulles Airport Boundary (Suburban Policy Area) |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |
| Segment: Interim | Loudoun County Parkway (Route 606) west to Route 659 (Suburban Policy Area) |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Ultimate Condition: | |
| Segment: | Route 659 west to Route 860 (Transition Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |
| Ultimate Condition: | |
| Segment: | Loudoun County Parkway west to Route 659 (Suburban Policy Area). |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 50 South Collector Road (Tall Cedars Parkway)

Location/Segment: Dulles South Area/Route 50 west to Lenah Connector, approximately 1/2 mile south of Route 50

Existing Condition:

Segment: Planting Field Drive to Loudoun County Parkway (Suburban Policy Area).

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and spacing 700 feet.

Interim Condition:

Segment: U.S. Route 50 to Route 659 (Suburban Policy Area).

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW

Description: U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet

Segment: Route 659 west to Route 860 (Transition Policy Area).

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/90 foot ROW

Description: R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed.

Ultimate Condition:

Segment: Route 50 west to Route 659 (Suburban Policy Area).

Functional Classification: Major Collector

Lanes/Right of Way: Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections and for Route 50 interchange

Description: U6M. Controlled access median divided urban with collector interim condition upgraded to six lanes with grade separated interchange at Route 50. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Route 267 (Dulles Greenway)

Location/Segment: Dulles North and Leesburg Areas/Route 28 at Fairfax County line northwest to Route 15/7 Bypass

Existing Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Four to six lanes/250 foot ROW

Description: R4M/R6M. Limited access median divided rural toll arterial with grade separated interchanges at 1) Route 28; 2) Route 606; 3) Loudoun County Parkway; 4) Route 772; 5) Claiborne Parkway; 6) Route 659; and 7) Route 15/7 Bypass. >60 mph design speed.

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/250 foot ROW |
| Description: | R6M. Limited access median divided rural toll arterial with additional grade separated interchanges at 1) Crosstrail Boulevard; 2) Route 643; and 3) Battlefield Parkway. >60 mph design speed. |

Route 606 Extended/Route 621 (Tri-County Parkway)

| | |
|-------------------|---|
| Location/Segment: | Dulles South Area/Route 50 south to Fairfax County Line (Note: This road Segment is named Loudoun County Parkway north of Braddock Road and Tri-County Parkway south of Braddock Road. Conditions are the same. The section south of Braddock Road is in the Transition Policy Area). |
|-------------------|---|

Interim Condition:

| | |
|----------------------------|--|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector that follows portions of existing Route 621 (Bull Run Post Office Road) and Route 613 (Ticonderoga Road) alignments. Left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector. Left and right turn lanes at all at-grade intersections. Alignment will connect to the planned Route 28 Bypass in Fairfax County. 45 mph design speed and desirable median crossover spacing 800 feet. |

Route 620/Route 705 (Braddock Road)**Existing Condition:**

| | |
|-----------------------------|---|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Lenah Connector Road |
| Functional Classifications: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved rural secondary road with 9 foot travel lanes. A small portion from the Fairfax County Line to Lands End Drive is paved. |

Ultimate Condition:

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Route 659 Relocated. |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes |

required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet.

| | |
|----------------------------|---|
| Segment: | Route 659 Relocated to Lenah Connector (Transition Policy Area) |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 621 (Evergreen Mills Road)

Location/Segment: Dulles South and Leesburg Areas/Route 606 northwest to Battlefield Parkway

Existing Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access undivided paved rural collector. Right turn lanes at major intersections. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Route 606 northwest to just north of Broad Run bridge (at Route 621 Relocated) |
| Functional Classification: | Local Secondary Road; down graded once Route 621 Relocated is constructed |
| Lanes/Right of Way: | Two lanes/ROW varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector. Right turn lanes at major intersections. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Area (Policy Area)/Just north of Broad Run bridge (at Route 621 Relocated) northwest to Battlefield Parkway |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes required at all intersections. Design speed and median crossover spacing to be determined by VDOT. |

659 (Belmont Ridge Road)

| | |
|----------------------------|--|
| Location/Segment: | Dulles North Area/Route 7 south to future Route 645 intersection |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes and grade separated, diamond/cloverleaf type interchange with Dulles Greenway. Design speed varies. |

Interim Condition:

| | |
|----------------------------|--|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector with improved grade separated interchange at the Dulles Greenway to include additional cloverleaf/flyover ramps. Left and right turn lanes required at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1000 feet. |

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 7 interchange, new alignment, and for turn lanes at intersections. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 7 and the Dulles Greenway. Route 7 interchange location will be east of existing Route 659/Xerox Dr/Route 7 at-grade intersection. Left and right turn lanes at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1000 feet. |

Route 659 Relocated

| | |
|-------------------|---|
| Location/Segment: | Dulles South Area/Route 659 just north of Route 772 south to Prince William County Line |
|-------------------|---|

Interim Condition:

| | |
|----------------------------|--|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban arterial with left and right turn lanes required at all intersections. 60 mph design speed and desirable median crossover spacing 1100 feet. |

Ultimate Condition:

| | |
|----------------------------|--|
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for Route 50 Interchange and for turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban arterial upgraded to six lanes with grade separated interchange at Route 50. Route 50 interchange location will be west of existing Route 659/Route 50 at-grade intersection. Left and right turn lanes at all at-grade intersections. 60 mph design speed and desirable median crossover spacing 1100 feet. This will be a major north/south corridor running between Route 7 and Route 50 and will connect to an extension of the Route 234 Bypass in Prince William County. |

Old Route 659 (West Spine Road)

| | |
|-------------------|---|
| Location/Segment: | Dulles South Area/Route 50 south to Prince William County |
|-------------------|---|

Existing Condition:

| | |
|----------------------------|-----------------|
| Functional Classification: | Major Collector |
|----------------------------|-----------------|

| | |
|----------------------------|--|
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access paved rural collector with 8- to 10-foot travel lanes. |
| Interim Condition: | |
| Segment: | Route 50 south to Dulles South Boulevard |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW, plus land dedication for Route 50 interchange and realignment |
| Description: | U4M. Controlled access median divided urban collector. Route 50 intersection will be just east of existing Route 659/route 50 intersection. Left and right turn lanes required at all at-grade intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Segment: | Dulles South Boulevard to Prince William County Line |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | R4M. Controlled access median divided rural collector with left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Ultimate Condition: | |
| Segment: | Route 50 south to Dulles South Boulevard. All other segments remain unchanged. |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication for Route 50 interchange and turn lanes at intersections. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchange at Route 50. Left and right turn lanes at all at-grade intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |

Route 772 (Ryan Road)

| | |
|----------------------------|---|
| Location/Segment: | Dulles South Area/Route 659 Relocated to Route 621 |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access paved rural road with 8-foot travel lanes. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 860/Route 648 Relocated

| | |
|-----------------------------|--|
| Location/Segment: | Leesburg and Dulles South Areas/Route 643 intersection southwest to Route 50 |
| Ultimate Condition: | |
| Segment: | Route 643 South to Route 621 |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector with bridge over the Dulles Greenway. Left and right turn lanes required at major intersections. Just south of Dulles Greenway, Route 648 Relocated will intersect Route 643. Alignment will create a “T” intersection with Route 643 becoming the north and east leg of the intersection and Route 648 Relocated will become the south leg of the intersection. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Segment: | Route 621 south to Route 15 |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. May utilize sections of existing Route 860 alignment between Route 621 and Route 50. |

Dulles South Boulevard

| | |
|-----------------------------|--|
| Location/Segment: | Dulles South Area/Tri-County Parkway (approximately 2300 feet south of Route 620) to Route 659 Relocated (approximately 2000 feet north of Prince William County Line.) |
| Ultimate Condition: | |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | R4M. Controlled access median divided rural collector. Left and right turn lanes required at all at-grade intersections. 40 mph design speed and desirable media crossover spacing 700 feet. |

Lenah Connector

| | |
|-----------------------------|---|
| Location/Segment: | Dulles South Area/Route 621 south to Route 50 and south to Prince William County Line |
| Interim Condition: | |
| Segment: | Route 621 south to Route 50 North Collector |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector with left and right turn lanes required at all intersections. 40 mph design speed. |
| Segment: | Route 50 North Collector to Tall Cedars Parkway |

| | |
|----------------------------|--|
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major at-grade intersections. 40 mph design speed. May incorporate portions of existing Route 600 alignment. |
| Segment: | Tall Cedars Parkway to Prince William County Line |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | R2. Local access undivided rural collector. Left and right turn lanes required at major at-grade intersections. 40 mph design speed. May incorporate portions of existing Route 600 and Route 624 alignments. |
| Study Note: | This section of the Lenah Connector will be studied in cooperation with Prince William County to evaluate alternate alignments and determine whether the road section should be retained in the CTP. |
| Ultimate Condition: | |
| Segment: | Route 50 North Collector to Tall Cedars Parkway. All other segments remain unchanged. |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | R4. Local access undivided urban collector with ultimately a bridge over Route 50. Left and right turn lanes required at major at-grade intersections. 40 mph design speed. May incorporate portions of existing Route 600 alignments. |

Rural Policy Area

Route 7 (Harry Byrd Highway)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 9 (Charles Town Pike) interchange west to Route 7 (Business) interchange at Round Hill |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW |
| Description: | R4M. Limited access median divided rural arterial with grade separated interchanges at 1) Route 9; 2) Route 704 (Hamilton Station Road); 3) Route 287 (Berlin Turnpike); and 4) Route 7 (Business) at Round Hill. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R6M. Limited access median divided rural arterial with Existing Condition upgraded to six lanes and grade separated interchange at Route 690. Design speed to be determined by VDOT. |

Route 7 (Harry Byrd Highway)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 7 (Business) interchange at Round Hill west to Clarke County Line |
| Existing/Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4M. Controlled median divided rural arterial. Left and Right turn lanes at all intersections. Design speed varies and median crossover spacing no less than 900 feet. |

Route 7 Business (E. Colonial Highway/W. Main Street)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 9 west to Route 7 Bypass through Hamilton, Purcellville and Round Hill |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2/U2. Local access undivided collector with grade separated interchange at Route 7. Individual site access occurs along section with curb sections within towns. Design speed varies. |

Route 9 (Charles Town Pike)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/West Virginia State Line east to Route 7 at Clarkes Gap |
| Existing Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural arterial with 10- to 11-foot travel lanes and grade-separated interchange at Route 7. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes/ROW Varies, plus land dedication may be required for turn lanes and minor widening. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural arterial with 12-foot travel lanes and grade separated interchange at Route 7. Left and right turn lanes at major intersections. Design speed to be determined by VDOT. Final alignment needs to be determined through a Corridor Study. |

Route 15 (James Monroe Highway)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun and Leesburg Areas/Prince William County Line north to Woodlea Drive |
| Existing Condition: | |
| Functional Classification: | Minor Arterial/Virginia Byway (Route 50 north) |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access undivided rural arterial. Right turn lanes at major intersections. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial/Virginia Byway (Route 50 north) |
| Lanes/Right of Way: | Two lanes/ROW varies, plus land dedication may be required for Route 50 interchange and turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided rural arterial interchange or alternative improvements at Route 50 as recommended by Route 50 Traffic Calming Project. Left and right turn lanes required at all major at-grade intersections. Design speed varies. |

Route 15 (James Monroe Highway)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 15 Business (King Street) in Leesburg north to Maryland State Line |
| Existing Condition: | |
| Functional Classification: | Principal Arterial/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access rural arterial. Right turn lanes at major intersections. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW varies, plus land dedication may be required for turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided rural arterial. Left and right turn lanes required at all major intersections. Design speed varies. |

Route 50 (John Mosby Highway)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Traffic Calming Project Area to Fauquier County line west of Middleburg. |
| Existing Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided rural arterial. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Undivided rural two-lane arterial. Turn lanes required at major intersections. Design speed to be determined by VDOT. Traffic calming measures will be implemented in accordance with the outcomes Route 50 Traffic Calming Project. |

Route 50 Business (John Mosby Highway)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Existing alignments in Town of Middleburg and Village of Aldie |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes/ROW Varies. Consult Middleburg Transportation Plan regarding bicycle accommodations. |
| Description: | R2. Local access undivided rural arterial. Individual site access occurs along section. Design speed varies. |

Route 287 (Berlin Turnpike)

Location/Segment: Western Loudoun Area/Route 7 Business north to Maryland State Line and Route 17

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural collector with 10- 12-foot travel lanes and grade separated interchange at Route 7. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/Existing ROW, additional land dedication may be required for turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 12-foot travel lanes and grade separated interchange at Route 7. Left and Right turn lanes required at major intersections.

Route 340 (Jefferson Pike)

Location/Segment: Western Loudoun Area/Maryland State Line west to West Virginia State Line

Existing/Ultimate Condition:

Functional Classification: Minor Arterial

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural arterial with 12 foot travel lanes. Design speed varies.

Route 611 (St. Louis Road)

Location/Segment: Western Loudoun Area/Route 50 north to Route 734

Existing Condition:

Functional Classification: Major collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural collector with 8- to 12-foot travel lanes. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10- to 12-foot travel lanes and 2- to 4-foot shoulders.

Route 620/Route 705 (Braddock Road)

Existing Condition:

| | |
|-----------------------------|---|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Lenah Connector Road |
| Functional Classifications: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved rural secondary road with 9 foot travel lanes. A small portion from the Fairfax County Line to Lands End Drive is paved. |

Ultimate Condition:

| | |
|----------------------------|--|
| Location/Segment: | Dulles South Area/Fairfax County Line west to Route 659 Relocated. |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |
| Segment: | Route 659 Relocated to Lenah Connector (Transition Policy Area) |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R4. Local access undivided rural collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 623 (Willisville Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 743 south to Route 50 |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 9-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4-foot shoulders. |

Route 662 (Clarkes Gap Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 9 north to Route 665 |
| Existing Condition: | |

| | |
|----------------------------|---|
| Functional Classification: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 8-foot travel lanes. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector. Improvements will be constructed in conformance with the Heritage Resource Policies of the Revised CTP (Chapter 4) and the Scenic Areas and Corridors policies of the Revised General Plan (Chapter 5). |

Route 663 (Taylorstown Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 665 west to Route 668 in Taylorstown |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 9-foot travel lanes within the village of Waterford. Design speed varies. |

Route 665 (High Street)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 662 (Factory Street) north and east through Waterford to Route 666 (Browns Lane) |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 6- to 7-foot travel lanes. Design speed varies. |

Route 665 (Loyalty Road)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 666 north to Route 663 in Taylorstown |
| Existing Condition: | |
| Functional Classification: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 7-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |

Description: R2. Local access undivided paved rural collector. Improvements will be constructed in conformance with the Heritage Resource Policies of the Revised CTP (Chapter 4) and the Scenic Areas and Corridors policies of the Revised General Plan (Chapter 5).

Route 668 (Taylorstown Road)

Location/Segment: Western Loudoun Area/Route 663 north to Route 672

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural collector with 9-foot travel lanes. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4-foot shoulders.

Route 671 (Harpers Ferry Road)

Location/Segment: Western Loudoun Area (Rural Policy Area)/Route 9 north to Route 340

Existing/Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies.

Route 672 (Lovettsville Road)

Location/Segment: Western Loudoun Area/Route 15 west to Lovettsville Town Line

Existing/Ultimate Condition:

Functional Classifications: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies.

Route 673/Route 690 (Irish Corner Road/Mountain Road)

Location/Segment: Western Loudoun Area/Route 287 business west and south to Route 9 just east of Hillsboro

Existing Condition:

Functional Classification: Minor Collector/Virginia Byway

| | |
|----------------------------|---|
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 7- to 10-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector. Improvements constructed as per the Scenic Areas and Corridors policies of the Revised General Plan (Chapter 5) |

Route 690 (Hillsboro Road)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 7 Business in Purcellville north to Route 9 |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 8- to 9-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW, plus land dedicated as required for Route 7 interchange |
| Description: | R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4-foot shoulders and grade separated interchange at Route 7. |

Route 690 (Silcott Springs Road)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 734 north to Route 7 Business in Purcellville |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies. |

Route 704 (Hamilton Station Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 Business at Hamilton north to Route 662 south of Waterford |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 8-foot travel lanes and 12-foot lanes near grade separated interchange to Route 7. Design speed varies. |

Ultimate Condition:

| | |
|----------------------------|---|
| Functional Classification: | Major collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10- to 11- foot travel lanes and 2- to 4-foot shoulders and grade separated interchange at Route 7. |

Route 704 (Harmony Church Road)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 15 west and north to Route 7 business at Hamilton |
| Existing/Ultimate Condition: | |
| Functional Classifications: | Major Collector/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies. |

Route 719 (Airmont Road)

| | |
|-------------------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 734 north to northern Round Hill Town Line |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10 foot travel lanes. Lane widths varies from 8 feet to 9 feet within town limits. Design speed varies. |

Route 719 (Greengarden Road/Airmont Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 743 north to Route 734 |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | Raw. Local access undivided paved rural collector with 8-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4- foot shoulders. |

Route 719 (Woodgrove Road/Stony Point Road)

Location/Segment: Western Loudoun Area/Northern Round Hill Town Line north and east to Route 9 at Hillsboro

Existing Condition:

Functional Classification: Major Collector/Virginia Byway

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural collector with 8- to 10-foot travel lanes. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector/Virginia Byway

Lanes/Right of Way: Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector. Improvements will be constructed in conformance with the Heritage Resource Policies of the Revised CTP (Chapter 4) and the Scenic Areas and Corridors policies of the Revised General Plan (Chapter 5)

Route 733 (Lime Kiln Road)

Location/Segment: Western Loudoun Area/Route 15 west to Route 734

Existing Condition:

Functional Classifications: Minor Collector

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided unpaved/paved rural collector with 5- to 8-foot travel lanes. Design speed varies.

Ultimate Condition:

Functional Classification: Minor Collector

Lanes/Right of Way: Two lanes/50 foot ROW

Description: R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4-foot shoulders.

Route 734 (Snickersville Turnpike)

Location/Segment: Western Loudoun Area/Route 50 northwest to Route 7

Existing Condition:

Functional Classification: Major Collector/Virginia Byway

Lanes/Right of Way: Two lanes/ROW Varies

Description: R2. Local access undivided paved rural collector with 8- to 9-foot travel lanes. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector/Virginia Byway

Lanes/Right of Way: Two lanes/ROW same as Existing Condition with additional land required to accommodate design upgrades. Bicycle accommodations must be considered in design

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| | and may require additional right-of-way. |
| Description: | R2. Local access undivided rural collector. Improvements constructed as per the Scenic Areas and Corridors policies of the Revised General Plan (Chapter 5) |

Route 743 (Millville Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 719 east to Route 623 |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 9-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided paved rural collector with 10- to 11-foot travel lanes and 2- to 4-foot shoulders. |

Route 860/Route 648 Relocated

| | |
|-----------------------------|--|
| Location/Segment: | Leesburg and Dulles South Areas/Route 643 intersection southwest to Route 50 |
| Ultimate Condition: | |
| Segment: | Route 643 South to Route 621 |
| Functional Classifications: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW |
| Description: | R4. Local access undivided rural collector with bridge over the Dulles Greenway. Left and right turn lanes required at major intersections. Just south of Dulles Greenway, Route 648 Relocated will intersect Route 643. Alignment will create a “T” intersection with Route 643 becoming the north and east leg of the intersection and Route 648 Relocated will become the south leg of the intersection. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Segment: | Route 621 south to Route 15 |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | R2. Local access undivided rural collector. Left and right turn lanes required at major intersections. May utilize sections of existing Route 860 alignment between Route 621 and Route 50. |

Round Hill Northern Collector (Evening Star Drive)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 Business, west of Route 7 interchange, north and west around the north side of the town and south to Route 7 Bypass. Future interchange with Route 7 Bypass. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW and two lanes/50 foot ROW |
| Description: | U4M, U2. Controlled access divided paved urban collector with left and right turn lanes required at major intersections between Business Route 7 east of Round Hill and Route 719. 45 mph design speed and desirable median crossover spacing 800 feet. Southwest of Route 719 transitions to a two-lane undivided collector road with a variable design speed. |

Waterford Western Bypass

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 681, just north of Route 698, south around the western side of Village to Route 704 |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/50 foot ROW |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes. 40 mph design speed. |

Town Policy Areas

Route 7 (Harry Byrd Highway/East Market Street)

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|----------------------------|---|
| Location/Segment: | Eastern Loudoun, Dulles North, and Leesburg Areas/Algonkian Parkway west to Route 7/15 Bypass |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/ROW Varies |
| Description: | U4M/U6M. Controlled access median divided arterial with grade separated interchanges at Route 28 and Route 7/15 bypass. A grade-separated interchange is being constructed at Algonkian Parkway/Atlantic Boulevard. Left and right turn lanes at all intersections. Design speed and median crossover spacing vary. |
| Interim Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way | Six lanes/200 foot ROW |
| Description: | U6M. Controlled access median divided arterial with grade-separated interchanges at Algonkian Parkway/Atlantic Boulevard, Route 28, and Route 7/15 Bypass. Left and right turn lanes at all intersections. Median crossovers will not increase from Existing Condition. Design Speed to be determined by VDOT. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW, plus land dedication required for interchanges. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Limited access median divided urban arterial with grade separated interchanges at 1) Algonkian Parkway; 2) Route 607; 3) East Spine Road; 4) West Spine Road; 5) Route 659; 6) Crosstrail Blvd; and 7) Battlefield Pkwy. All at-grade access is terminated. Design Speed to be determined by VDOT. |

Route 7 (Harry Byrd Highway)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 (West Market Street) interchange west to Route 9 (Charles Town Pike) interchange |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW |
| Description: | R4M. Controlled access median divided rural arterial. Left and Right turn lanes at all intersections. Design speed varies and median crossover spacing no less than 900 feet. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R6M. Limited access median divided rural arterial. All at-grade access is terminated. Design speed to be determined by VDOT. |

Route 7 (Leesburg Bypass)

| | |
|-----------------------------|---|
| Location/Segment: | Leesburg Area/Dulles Greenway interchange west and north to Route 7 (West Market Street) interchange |
| Existing Condition: | |
| Functional Classifications: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW |
| Description: | R4M. Limited access median divided rural arterial. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Limited access median divided urban arterial with Existing Condition upgraded to six lanes. Design speed to be determined by VDOT. |

Route 7 North Collector Road (Riverside Parkway)

| | |
|----------------------------|---|
| Location/Segment: | Dulles North and Leesburg Areas/Panorama/Loudoun County Parkway west to California Road/River Creek Pkwy (west of Goose Creek) |
| Existing Condition: | |
| Segment: | Lansdowne Boulevard east to Woodridge Parkway (within Lansdowne) |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 50 mph design speed and median crossover spacing no less than 700 feet. |

Interim Condition:

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|----------------------------|---|
| Segment: | Panorama/Loudoun County Parkway west to just east of Goose Creek |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet for new segments. |

Ultimate Condition:

| | |
|----------------------------|--|
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes east of Goose Creek and Four lanes west of creek/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M/U6M. Controlled access median divided urban collector with bridge over Goose Creek and existing and interim conditions upgraded to six lanes. Left and right turn lanes at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet for new segment. |

Route 7 Business (E. Colonial Highway/W. Main Street)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 9 west to Route 7 Bypass through Hamilton, Purcellville and Round Hill |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2/U2. Local access undivided collector with grade separated interchange at Route 7. Individual site access occurs along section with curb sections within towns. Design speed varies. |

Purcellville Route 7 North Collector

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 287 west to Route 690 |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided paved rural collector with 12-foot travel lanes. 40 mph design speed. |

Route 7/15 (Leesburg Bypass)

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|----------------------------|--|
| Location/Segment: | Leesburg Area/Route 7 (East Market Street) interchange south and west to the Dulles Greenway interchange |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW |

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|----------------------------|--|
| Description: | R4M. Controlled access median divided rural arterial. Left and right turn lanes at Sycolin Road intersection. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Six lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Limited access median divided urban arterial with Sycolin Road crossing over/under, existing intersection is terminated. Design speed to be determined by VDOT. |

Route 15 (Leesburg Bypass)

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Area/Route 7 (East Market Street) interchange north to Route 15 Business |
| Existing Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Two and Four lanes/200 foot ROW |
| Description: | R2/R4M. Controlled access undivided/median divided rural arterial. Design speed varies. |
| Interim Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW |
| Description: | R4M. Controlled access median divided rural arterial. Left and right turn lanes at all intersections. Design speed and median spacing to be determined by VDOT. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial |
| Lanes/Right of Way: | Four lanes/200 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Limited access median divided urban arterial with grade separated interchanges at Edwards Ferry Road and Battlefield Parkway. All existing at grade intersections will be terminated. Design speed to be determined by VDOT. |

Route 15 (James Monroe Highway)

| | |
|----------------------------|--|
| Location/Segment: | Western Loudoun and Leesburg Areas/Prince William County Line north to Woodlea Drive |
| Existing Condition: | |
| Functional Classification: | Minor Arterial/Virginia Byway (Route 50 north) |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access undivided rural arterial. Right turn lanes at major intersections. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Minor Arterial/Virginia Byway (Route 50 north) |

| | |
|---------------------|--|
| Lanes/Right of Way: | Two lanes/ROW varies, plus land dedication may be required for Route 50 interchange and turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided rural arterial interchange or alternative improvements at Route 50 as recommended by Route 50 Traffic Calming Project. Left and right turn lanes required at all major at-grade intersections. Design speed varies. |

Route 15 (King Street)

| | |
|-------------------------------------|---|
| Location/Segment: | Leesburg Area/Woodlea Drive north to Route 15/7 Bypass |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes and four lanes/ROW varies. Consult Leesburg Transportation Plan regarding bicycle accommodations. |
| Description: | U4M. Local and controlled access urban arterial. Left and right turn lanes at major intersections. Design speed varies. |

Route 15 (James Monroe Highway)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 15 Business (King Street) in Leesburg north to Maryland State Line |
| Existing Condition: | |
| Functional Classification: | Principal Arterial/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access rural arterial. Right turn lanes at major intersections. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Principal Arterial/Virginia Byway |
| Lanes/Right of Way: | Two lanes/ROW varies, plus land dedication may be required for turn lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2. Local access undivided rural arterial. Left and right turn lanes required at all major intersections. Design speed varies. |

Route 50 Business (John Mosby Highway)

| | |
|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Existing alignments in Town of Middleburg and Village of Aldie |
| Existing/Ultimate Condition: | |
| Functional Classification: | Minor Arterial |
| Lanes/Right of Way: | Two lanes/ROW Varies. Consult Middleburg Transportation Plan regarding bicycle accommodations. |
| Description: | R2. Local access undivided rural arterial. Individual site access occurs along section. Design speed varies. |

Route 267 (Dulles Greenway)

Location/Segment: Dulles North and Leesburg Areas/Route 28 at Fairfax County line northwest to Route 15/7 Bypass

Existing Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Four to six lanes/250 foot ROW

Description: R4M/R6M. Limited access median divided rural toll arterial with grade separated interchanges at 1) Route 28; 2) Route 606; 3) Loudoun County Parkway; 4) Route 772; 5) Claiborne Parkway; 6) Route 659; and 7) Route 15/7 Bypass. >60 mph design speed.

Ultimate Condition:

Functional Classification: Principal Arterial

Lanes/Right of Way: Six lanes/250 foot ROW

Description: R6M. Limited access median divided rural toll arterial with additional grade separated interchanges at 1) Crosstrail Boulevard; 2) Route 643; and 3) Battlefield Parkway. >60 mph design speed.

Route 287 Business (Lovettsville)

Location/Segment: Western Loudoun Area/Route 287 north through Lovettsville to Route 287 north of town line

Existing/Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies. Consult Lovettsville Transportation Plan regarding bicycle accommodations.

Description: R2. Local access undivided paved rural collector with 10.5 feet travel lanes. Design speed varies.

Route 621 (Evergreen Mills Road)

Location/Segment: Leesburg Area/Battlefield Parkway north and west to Route 15.

Existing Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW varies

Description: R2. Local access undivided paved rural collector. Right turn lanes at major intersections. Design speed varies.

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4. Local access undivided urban collector with left and right turn lanes required at major intersections. 40 mph design speed.

Route 643 (Sycolin Road)

| | |
|----------------------------|--|
| Location/Segment: | Leesburg Area/Route 659 northwest to Battlefield Pkwy |
| Existing Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved/paved rural collector with unpaved section between Route 659 and Route 653 and paved between Route 653 and Route 15/7 Bypass. Design speed varies. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at the Dulles Greenway. Left and right turn lanes required at all at-grade intersections. Just south of Dulles Greenway, Route 643 will intersect with Route 648 Relocated; alignment shifts to the south of existing alignment to create "T" intersection, with Route 643 becoming the north and east approaches. 40 mph design speed and desirable median crossover spacing 700 feet. |

Route 643 (Sycolin Road)

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|----------------------------|--|
| Location/Segment: | Leesburg Limits/Battlefield Pkwy north to Route 7/15 Bypass |
| Existing Condition: | |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved/paved rural road with unpaved section between Route 659 and Route 653 and paved between Route 653 and Route 15/7 Bypass. Design speed varies. |
| Ultimate Condition: | |
| Lanes/Right of Way: | Four lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Local access undivided urban road with left and right turn lanes at major intersections and bridge over/under Route 7/15 bypass. |

Route 653 (Cochran Mill Road)

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| Existing Condition: | |
| Location/Segment: | Leesburg Area/Route 7 southwest to Route 621 |
| Functional Classifications: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access paved/unpaved rural secondary road with 6-to 10-foot travel lanes. Design speed varies. |
| Ultimate Condition: | |
| Segment: | Crosstrail Blvd southwest to Route 643 |

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|----------------------------|--|
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Route 7 intersection terminated with construction of Crosstrail Blvd and Route 643 intersection to shift just to the south of existing location. Left and right turn lanes required at major intersections. 40 mph design speed. |

Route 653 Relocated (Crosstrail Boulevard)

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Area/Route 7 southwest to the Dulles Greenway and Route 704 Extended |
| Interim Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/120 foot ROW. |
| Description: | U4M. Controlled access median divided urban collector with grade separated interchange at Dulles Greenway. Left and right turn lanes required at all at-grade intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections and Route 7 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Controlled access median divided urban collector upgraded to six lanes with grade separated interchanges at Route 7 and the Dulles Greenway. Left and right turn lanes at all at-grade intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |
| Study Note: | Crosstrail Boulevard will be studied in cooperation with the Town of Leesburg and VDOT to evaluate alternate alignments and typical sections. |

Route 690 (Silcott Springs Road)

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|-------------------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 734 north to Route 7 Business in Purcellville |
| Existing/Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies. |

Route 704 (Hamilton Station Road)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 Business at Hamilton north to Route 662 south of Waterford |
| Existing Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Two lanes/ROW Varies |

Description: R2. Local access undivided paved rural collector with 8-foot travel lanes and 12-foot lanes near grade separated interchange to Route 7. Design speed varies.

Ultimate Condition:

Functional Classification: Major collector

Lanes/Right of Way: Two lanes/50 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10- to 11- foot travel lanes and 2- to 4-foot shoulders and grade separated interchange at Route 7.

Route 704 (Harmony Church Road)

Location/Segment: Western Loudoun Area/Route 15 west and north to Route 7 business at Hamilton

Existing/Ultimate Condition:

Functional Classifications: Major Collector/Virginia Byway

Lanes/Right of Way: Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10-foot travel lanes. Design speed varies.

Route 704 Extended (Crosstrail Boulevard)

Location/Segment: Leesburg Area/Dulles Greenway & Crosstrail Boulevard interchange west to Route 621

Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Four lanes/120 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: U4M. Controlled access median divided urban collector will share grade separated interchange at the Dulles Greenway with Crosstrail Blvd. Left and right turn lanes required at all at-grade intersections. 40 mph design speed and desirable median crossover spacing 700 feet.

Study Note: Crosstrail Boulevard will be studied in cooperation with the Town of Leesburg and VDOT to evaluate alternate alignments and typical sections.

Route 719 (Airmont Road)

Location/Segment: Western Loudoun Area/Route 734 north to northern Round Hill Town Line

Existing/Ultimate Condition:

Functional Classification: Major Collector

Lanes/Right of Way: Two lanes/ROW Varies. Bicycle accommodations must be considered in design and may require additional right-of-way.

Description: R2. Local access undivided paved rural collector with 10 foot travel lanes. Lane widths varies from 8 feet to 9 feet within town limits. Design speed varies.

Route 773 (California Road/River Creek Parkway)

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|----------------------------|--|
| Location/Segment: | Leesburg Area/Edwards Ferry Road south to Fort Evans road intersection |
| Existing Condition: | |
| Functional Classification: | Local Secondary Road |
| Lanes/Right of Way: | Two lanes/ROW varies |
| Description: | R2. Local access unpaved rural secondary road with 7-foot travel lanes. Design speed varies. |

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|------------------------------------|---|
| Interim/Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two-Four lanes/50- to 70-foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | R2/U4. Local access undivided rural/urban collector. Interim R2 section and Ultimate U4 section approx. between Edwards Ferry Rd and Cattail Branch bridge. Left and right turn lanes required at major intersections. 45 mph design speed. Realign Edwards Ferry Road intersection to create a continuous route. |

Route 773 (Edwards Ferry Road)

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|----------------------------|---|
| Location/Segment: | Route 15 Bypass to Town of Leesburg/County Boundary Area |
| Existing Condition: | |
| Lanes: | Four lanes and Two lanes |
| Description: | R2/U4M. 4-Lane Segment—Median divided urban road with left and right turn lanes at all intersections. 2-Lane segment (just west of planned Battlefield Parkway)—Undivided paved/unpaved road. |

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|----------------------------|--|
| Ultimate Condition: | |
| Lanes/Right of Way: | Four lanes. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Median divided urban road with grade separated interchange at Route 15 Bypass. |

Route 773 (Edwards Ferry Road)

| | |
|----------------------------|--|
| Location/Segment: | Town of Leesburg/County Boundary to Red Rock Park |
| Existing Condition: | |
| Lanes/Right of Way: | Two lanes/30 foot ROW |
| Description: | Unpaved Road |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | 4 lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Undivided Road. |
| Study Note: | This section of Edwards Ferry Road will be studied in cooperation with the Town of Leesburg and VDOT to evaluate alternate typical sections. |

Route 773 (Fort Evans Road)

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|----------------------------|--|
| Location/Segment: | Leesburg Limits/River Creek Parkway west to Battlefield Parkway |
| Existing Condition: | |
| Lanes/Right of Way: | Two lanes/ROW Varies |
| Description: | R2. Local access undivided paved/unpaved road. |
| Ultimate Condition: | |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access, undivided urban collector with left and right turn lanes at major intersections. |

Airport Area Connector

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|----------------------------|---|
| Location/Segment: | Leesburg Area/Battlefield Parkway south to Crosstrail Boulevard, just east of the Dulles Greenway |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided urban collector. Left and right turn lanes required at major intersections. 40 mph design speed. |

Battlefield Parkway

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Limits/Route 15 Bypass east and south to Fort Evans Road, south to Route 7, and west to Route 15 north of Virts Corner |
| Interim Condition: | |
| Lanes/Right of Way: | Four lanes/land dedication required for turn lanes at intersections |
| Description: | U4M. Median divided urban road with left and right turn lanes at all intersections. |
| Ultimate Condition: | |
| Lanes/Right of Way: | Four and Six lanes/Land dedication required for turn lanes at intersections and Route 15 bypass and Route 7 interchanges |

Hamilton Southern Collector

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|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 Business at eastern Route 704 intersection south and west around the south side of the town to Purcellville Bypass |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/70 foot ROW |
| Description: | U4. Local access undivided paved rural collector with 12-foot travel lanes. 40 mph design speed. |

Kincaid Boulevard Extended

| | |
|----------------------------|--|
| Location/Segment: | Leesburg Area/Battlefield Parkway south to Crosstrail Boulevard |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Mary Hope Parkway

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Limits/Battlefield Parkway north and east to Route 643. |
| Ultimate Condition: | |
| Lanes/Right of Way: | Four lanes |
| Description: | U4. Local access undivided urban road. Left and right turn lanes required at major intersections. |

Miller Drive

| | |
|----------------------------|--|
| Location/Segment: | Leesburg Area/Battlefield Parkway south and east to Crosstrail Boulevard |
| Existing Condition: | |
| Segment: | Approximately 1200 feet south of Tolbert Lane south and east to Route 643. |
| Lanes/Right of Way: | Four lanes. |
| Description: | U4. Local access undivided urban road. Left and right turn lanes required at major intersections. |
| Ultimate Condition: | |
| Segment: | Battlefield Parkway south to terminus of existing segment |
| Lanes/Right of Way: | Four lanes |
| Description: | U4. Local access undivided urban road. Left and right turn lanes required at major intersections. |
| Ultimate Condition: | |
| Segment: | Route 643 at existing Miller Drive intersection southeast to Crosstrail Boulevard |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector. Left and right turn lanes required at all intersections. 40 mph design speed and desirable median crossover spacing 700 feet. |

Purcellville Southern Collector

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|----------------------------|--|
| Location/Segment: | Western Loudoun Area/Route 287/ Route 7 Business intersection south and west to Route 690 |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Two lanes/70 foot ROW |
| Description: | U2. Local access undivided urban collector with 12-foot travel lanes. 40 mph design speed. |

River Creek Parkway

| | |
|----------------------------|---|
| Location/Segment: | Leesburg Limits/Fort Evans Road south to Route 7/Crosstrail Boulevard intersection |
| Interim Condition: | |
| Lanes/Right of Way: | Four lanes/120 foot ROW |
| Description: | U4M. Median divided urban road with left and right turn lanes required at all intersections. 45 mph design speed. |
| Ultimate Condition: | |
| Lanes/Right of Way: | Six lanes/120 foot ROW, plus land dedication required for turn lanes at intersections and Route 7 interchange. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U6M. Median divided urban road upgraded to six lanes with grade separated interchange at Route 7. Left and right turn lanes at all at-grade intersections. 45 mph design speed. |

Round Hill Northern Collector (Evening Star Drive)

| | |
|----------------------------|---|
| Location/Segment: | Western Loudoun Area/Route 7 Business, west of Route 7 interchange, north and west around the north side of the town and south to Route 7 Bypass. Future interchange with Route 7 Bypass. |
| Ultimate Condition: | |
| Functional Classification: | Minor Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW and two lanes/50 foot ROW |
| Description: | U4M, U2. Controlled access divided paved urban collector with left and right turn lanes required at major intersections between Business Route 7 east of Round Hill and Route 719. 45 mph design speed and desirable median crossover spacing 800 feet. Southwest of Route 719 transitions to a two-lane undivided collector road with a variable design speed. |

Russell Branch Parkway

| | |
|----------------------------|--|
| Location/Segment: | Leesburg Limits (Town Policy Area)/Crosstrail Boulevard west to Trail View Boulevard |
| Ultimate Condition: | |
| Lanes/Right of Way: | Four lanes/70 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4. Undivided urban road with Battlefield Parkway over/underpass. |

Trail View Boulevard

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|----------------------------|--|
| Location/Segment: | Leesburg Area (Town Policy Area)/Route 659 and Gloucester Parkway intersection west over Goose Creek to Cardinal Park Drive |
| Ultimate Condition: | |
| Functional Classification: | Major Collector |
| Lanes/Right of Way: | Four lanes/90 foot ROW. Bicycle accommodations must be considered in design and may require additional right-of-way. |
| Description: | U4M. Controlled access median divided urban collector with left and right turn lanes required at all intersections. 45 mph design speed and desirable median crossover spacing 800 feet. |